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DEATH.

On 17th July, at Swatow, HAROLD BURGESS, of Messrs. Butterfield & Swire, aged 39 years. 1935

HONGKONG OFFICE: 10A, DES VEAUX ROAD C.
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The Daily Press.

HONGKONG, JULY 19TH, 1906.

FOLLOWING our remarks yesterday, we may briefly note the numerous kindred references that have appeared in the press since Dr. RICHARD's quaint comments. Christianity seems to be ignoring the parable of the figs, and taking thought, not only for its own tomorrow, but for all the tomorrows of the Chinese and Japanese. Perhaps the most interesting is Mr. A. R. COLQUHOUN's contribution to the *Fortnightly*, on "Christianity and China." Where Mr. Colquhoun sticks to his subject, his utterances appear quite authoritative. It was necessary, perhaps, considering the "smugness" of many of his readers, to insist that the Chinese are not lacking in the moral sense; and he had also the right to add his opinion of the influence on the Chinese character of the respective empires that have found a home in the Empire. He notes a change which we do not consider as real as it seems; formerly we were told that the common people welcomed Christianity and the government and liberal were hostile to it. It is now the latter who are ostentatiously friendly, while the anti-missionary feeling is spreading throughout the country. The missionary with sufficient experience and candour has to admit that at bottom there has been no vital change of sentiment on either side. When we were told that "the common people welcomed Christianity" we were told what was not true, or at least, we were deceived by exaggeration. When Mr. COLQUHOUN considers the prospects of Christianity in China, he asks what

Christianity has to offer to China. Ethics? Christian ethics, he contends, are inferior to her own, for while our moral system is based on individualism here is founded on family life. "The spiritual consolations and upliftings of our religion do not have the same appeal to a people whose fundamental idea of virtue is stoicism, and whose mystical side has been fed to repletion." "But," he adds elsewhere, "Christian civilisation without doctrine has much to offer China, and the benefits of advanced humanitarianism, of applied science, and of personal devotion to an ideal are beginning to bear good fruit after a long period in which their connection with the hated foreigners and his ways was their great obstacle." Japan became as efficient as the barbarian, without adopting his religion; China cannot have failed to notice this.

The conviction of sin and the longing for salvation do not enter into the Chinaman's purview of life, and when we reflect that many things which we call sin are virtues in his eyes it is hard to see how we are to bring these things home to him. Mr. COLQUHOUN further says, "Chinese philosophy and morality are breaking down of themselves before the impact of materialism, and, after the outlook has been and still is for the spread of the dogma of Christianity, there is reason to believe that the forces of Christianity may raise the Chinese standard at just those points where it is lowest—in humanitarianism, respect for women, and other respects—will eventually win for the religion which prompted them a recognition which no propaganda could attain."

Some of Mr. COLQUHOUN's commentators drag him with them into the error of "Christian civilisation," the civilisation of Europe "which has grown out of" Europe's religion, and so on. Perhaps it is only fair that as Christianity is so often blamed for European naughtinesses, it should have credit for all the European virtues. Civilisation and Christianity, however, are not so indissolubly bound up as many innocent people seem to assume. Social amenities are evolved of necessity, quite independently of religion. Ethics never have hung on to the tail of any religion, though some religions have lived, pantheistically, upon ethics, with but little of their own to justify their existence. The subject is not a particularly savoury one, and it is fortunate that a man like Tolstoy, in his essay on "Church and State," should have already published these truthful but disagreeable statements, that the words "Christian State" have almost as little significance as would have the terms "hot ice"; and Christian Civilization implies not much more than frog's feet. The national character is demoralised by so much as it is forced to attribute its development to fictitious causes; a religion deteriorates in quality the moment it is adopted as a State formula. The HONORARY SECRETARY of the Pan-Islamic Society, who rejoices at the silly rumour that Japan is about to adopt Islam, says, "As has been suggested in the *Morning Post*, the political advantages that Japan can gain by adopting Islam as her State religion are too obvious to be hidden from the eyes of the statesmen of Japan." Obviously, there is behind that the counter-hope, the ambition of CONSTANTINE's archbishops. The bribe is thus dangled in the eyes of the Tokyo Government.

"If she (Japan) dreams of becoming one day a world-power, and to make Asia again dominate other continents as she did once, she cannot realise that object but by adopting the civilising and inspiring religion of Islam—the simple, invigorating, and practical religion—the religion of Muhammad, the greatest reformer, legislator, conqueror, commander, a nation and Empire founder; the religion of Khalid, the conqueror of Persia in Asia; the religion of Amro, the conqueror of the land of Pharaohs in Africa; and the religion of Mahomet II., the conqueror of the invincible Constantinople in Europe."

The Christian missionaries are more generous; they promise that their converts shall "inherit the earth." OMAR's scathing line seems to apply, "Oh, the sorry trade." "Whence arises this insatiable desire of indoctrinating one's brethren?" It is Tolstoy, who asks, "In good truth, if these people were in possession of the truth they would understand that this belief is nothing else than the sentiment of the hidden significance of life itself, that it establishes the relations of each individual between himself and God, and that this faith consequently cannot be imparted; whatever they can make enter, and whatever they have made enter into the minds of others is not faith but only an appearance of faith." Tolstoy's admirers in the Far East have unusual opportunities for confirming his proposition.

The English Mail of the 16th June was delivered in London on the 18th inst.

The Japanese cruiser *Rokushiki* (Capt. Ishibashi) arrived at Hongkong from Tsurao yesterday.

It is reported that the N. Y. K. has decided to change its bi-weekly service between Hongkong and Bangkok to a weekly service.

Mr. W. Lee Jones, deputy registrar of the Supreme Court, left yesterday by the German mail for a three months' holiday in Japan.

According to an investigation made by the authorities, says the *Osaka Asahi*, the number of Japanese residents in Korea at the end of May last was 69,000.

Early on Tuesday morning a lunking was leaving his quarters at No. 7 Police Station, he fell down stairs and dislocated his shoulder, which necessitated his removal to the Civil Hospital.

It is reported that the Nippon Yusen Kaisha has ordered three new steamers, each of 2,500 tons, for the Yangtze service; two steamers of 2,700 tons each for the Shanghai line; and two of 8,700 tons each for the European line.

The officers of the *Cassini*, recently arrived at Auckland, New Zealand, from one of the Polynesian Islands, declare that they twice passed a sea serpent. Its length was estimated at 60 feet, and it was said his head resembled that of a red gurnet.

The latest mixed metaphor comes from Warrington. In a caustic attack on the Town Council a member of the local Trades Council thundered: "Let us go to the Council not like a lamb, but like the wolf, and take the bull by the horns."

The Criminal Sessions should have been held yesterday; but owing to a case in Original Jurisdiction not having been concluded the previous day, they were adjourned till today, the juryman having been previously warned not to attend yesterday.

The authoritative Peking, having learned that the Chinese volunteers of Shanghai are well drilled and have excellent rules, have written to the president of the commercial bureau of Shanghai to send a copy of the rules to Peking, where they have also the intention of forming a Chinese volunteer corps.

The following is a list of the ladies and gentlemen who have promised the Hongkong Volunteer Corps to sing at their concert on Saturday: Mrs. Badley, Mrs. Frank Maitland, Messrs. Frank Austin, P. W. Goldring, E. Carr, H. Morhouse, F. H. Thomas, Sydney Montie and G. W. C. Burnett.

The Colinhill (Wimborne) Football Club have just presented their pet dog "Quick" with a collar bearing a suitable inscription. Quick only missed attending two of the club's matches last season, and curiously they were the only two matches the Colinhills lost. After this no one will scoff at mascots.

The spread of illustrated journalism is not confined to the land. When the great liner *Lusitania* was launched the news was "wired" to all the other Canarders at sea, and the announcement was printed in the bulletin printed on the liners every day, accompanied by a picture of the liner.

The saying "de mortuis" has practical significance in Germany. The editor of a Leipzig paper has been awarded six months for life imprisonment. He had written disrespectfully of the ancestors of the King of Saxony. Other German editors are careful now in their allusions to Adam, being uncertain how far back the principle of ancestral laws may be held to extend.

Mr. Rockefeller is coming out in a new character—that of a humorist. An interesting feature of his going, he explained to a fellow-passenger on the *Deutschland*, is that he makes a stroke and then rides after the ball on a bicycle. He claims that the combination gives an ideal exercise. It is refreshing to find that the world's richest man can joke. It is as rare for a millionaire to be a humorist as it is for a humorist to be a millionaire.

The journey from Vladivostok to Moscow by the Trans-Siberian Railway only occupies 363 hours by the special rapid train. This is practically twelve and a half days. From Vladivostok to Hurlin it takes 26 hours, from Hurlin to Moscow 28 hours, from Moscow to Hurlin 28 hours, from Hurlin to Taiga 58 hours, from Taiga to Cheryatinsk 38 hours, from Cheryatinsk to Samara 51 hours, and from Samara to Moscow 3 hours. With stops the journey occupies 12 days 23 hours.

Although the late Sir Halliday Macartney was not a literary man in the sense of being the author of any published work, his dispatches, which were exceedingly voluminous and covered a wide range of subjects, were characterised by an incisive force that sometimes ruffled the plumes of staid and precise Foreign Office clerks. It is believed, says the *Athenaeum*, that Sir Halliday has left abundant materials for a memoir, and they should prove a mine of information about the secret history of politics and diplomacy in the Far East during the last half-century.

There is a popular assembly in Russia, but things remain much what they were before. There is published by the *Raski Viedomosti*, a proclamation issued by the District Governor of Gori and Sonchet, in the Caucasus. There appear to have been some tumults and agitations in the region, which it was the Government's desire to allay. To this end he issued his proclamation, by way of ultimatum. "Once more, and for the last time," he says, "I call upon the population to observe order." They are warned that if but one more complaint of disturbance reaches him, the village or district affected will have to bear all the consequences. There will be no effort to find the guilty individuals. Troops will simply be sent, and the village levelled, and its lands and stock devastated, without the slightest regard to the innocence or otherwise of the sufferers.

The first number of the *Canton Daily News* was issued on Tuesday. A new French paper, *L'Echo de Peking*, has also made its appearance.

According to the *Nanfengpao* of July 13th, the British Charge d'Affaires refuses to revise the clause in the Canton-Kowloon agreement as proposed by the Waipatu some time ago.

The total number of Chinese students now in Japan is given as 13,947. Every month 500 to 600 are leaving China for Nippon. Recently they sent Yen 1,338 to relieve distress caused by the floods.

Rear-Admiral Brownson, who will proceed from America to the Far East in September with a squadron of four armored cruisers, will, on his voyage, call at British ports to return the visit of the Second Cruiser Squadron, under Prince Louis of Battenberg.

News has reached Hongkong of the death of Mr. H. Burton, Messrs. Butterfield and Swire's agent at Swatow. The sad occurrence, which took place on Tuesday, was quite unexpected, Mr. Burton having been ill for a few days only. He had been in the service of the firm for over 15 years, and had a large circle of friends in the Colony. Mr. J. H. R. Huen left yesterday to take charge of the agency.

The *Birmingham Daily Post* of June 18th said: "After an absence of several weeks in Spain, during which they were highly interested spectators of the festivities held in connection with the Royal marriage, the Chinese Minister and his secretary, Mr. Ivan Chia returned to London to-day. This absence on the Continent has prevented the Minister and his secretary from travelling to Scotland to attend the funeral of the late Sir Halliday Macartney, which took place to-day, in the graveyard which surrounds the ruins of the ancient Dundrennan Abbey, in Kirkcubrightshire. The keenest regret is felt by these representatives of China on account of the death of Sir Halliday, to whom they give credit for the major part of the long, arduous, patient work of rousing the ruling mind of China to a perception of the utilities to the East of Western civilisation. Very recently the Emperor of China expressed his sense of the value which the Government at Peking attached to Sir Halliday's forty years' work for China by bestowing upon him the unique honour of a pension, a State reward that is without precedent, either in the case of a native or of a foreign official in the Government service of China; and this exceptional recompense has, unfortunately, been enjoyed by Sir Halliday for but five months. There is now no English official on the diplomatic staff in Portland Place, Sir Halliday Macartney's successor being a Chinaman."

A SOCRATIC ARGUMENT.
Is it a fact that a Japanese dealer has been fined for possessing, without police permission, some swords that the magistrate admitted were copies? What was the object of the law under which the penalty was inflicted? Has that object been achieved? Can it be achieved, while choppers and carving knives are legal? If not, must the law be so scrupulously interpreted? Is every householder who has sword trophies on the wall liable to fine? Are all the ordinances as rigorously enforced? If not, as they say at the Sanitary Board, why not? If the police are smothered in red tape, is there no one in higher authority to extricate them?

JAPANESE POET AND ENGLISH SAILORS.

The Japanese poet, Kira Goro Noguchi, contributed to the *Jiji* of July 7th a poem welcoming the British China Squadron. The following English version gives a faint suggestion of its sentiments:
Swarthy or fair, our Star is the same though our skins be of different hue.
With different tongues we talk, but our cardiac language together answers the True.
Or over the gods had joined our arms our destinies intertwined.
Love and truth between us to-day, and there's glory and rest to-morrow.
Our birds are singing us English songs: our flowers show English hues;
Come, English sailors, to your homes in our hearts!
Come to your homes that we have builded beneath the pines.
Hear you not the welcome song of the pine-tree harp?
Share our cry on the front of Fuji-sama.
Behold the smile of welcome to our adopt d brothers that lights up Fuji's brow.
We drink to England and the English, to their health and undimmed glory.
Here's to follow hand-in-hand the Light to-day; here's to reap together the harvest of peace and love to-morrow.
You who drink the wine of life upon the sea! Will you and know the hidden feelings of our sailors' souls.
Come, we will drink, talking fraternally of the hard us of empire.
Hark! What sounds are they? The hummers and gales of the seas?
Nay! That is the glorious song of the Anglo-Japanese navy.

WEATHER REPORT.

On the 18th at 11.55 a.m.—The barometer has risen slightly on the E. coast of China, and is little changed elsewhere.
Pressure remains in considerable defect at the Philippine and Formosa stations, and the depression would appear to be almost stationary in the Pacific, to the N.E. of Luzon.
The Japanese returns are, however, not available this morning.
Moderate N.E. winds are indicated in the Formosa Channel and moderate variable winds over the N. part of the China Sea.
Forecast:—Light to moderate N.E. winds; showery.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITAIN'S BIG BATTLESHIPS.

London, July 18th.

It has been decided to build two warships of the *Dreadnought* type.

CANADA'S INVITATION.

London, July 18th.

The King has declined the invitation from the Canadian Government to visit the Dominion.

MUTINY IN RUSSIA.

London, July 18th.

Forty-seven Russian regiments are disaffected.

MEDIATION ACCEPTED.

London, July 18th.

The Central American republics of San Salvador and Guatemala, which recently commenced hostilities, have now accepted the offer of mediation by President Roosevelt of the United States and President Diaz of Mexico.

RUSSIA.

London, July 18th.

The Council of the Empire has rejected the Government's famine relief measures and adopted, in their place, the Duma bill, providing Roubles 15,000,000 for immediate relief.

General Kozloff has been shot dead while walking in the park at Peterhof. The assassin, who has been arrested, confesses, and says that he mistook General Kozloff for General Trepoff.

There is a reorganisation of the revolution and a strike has taken place at Batu; the town is completely terrorised and the police refuse duty.

THE COLLISION AT YOKOHAMA.

Tokyo, July 18th.

The finding of the Naval Court held at Yokohama yesterday, relating to the collision between the R.M.S. *Athenia* and the Standard Oil Company's str. *Aspichero* was against the latter, with costs.

CANADIAN TRADE WITH JAPAN.

Tokyo, July 18th.

An agreement has been promulgated applying to Canada the Anglo-Japanese Commercial Treaty.

THE JAPANESE RAILWAY IN MANCHURIA.

Tokyo, July 18th.

Seventy-nine Commissioners with Baron Kodama as President have been appointed to inaugurate the working of the South Manchuria Railway.

RUSSIAN EMBASSY AT TOKYO.

FALLING INTO LINE.

It is stated in *L'Echo de Chine* that the Russian Government has decided to change its legation at Tokyo to an embassy. As soon as sanction has been obtained from the Duma, the change will be made.

PREACHING CHINESE HATRED.

The *Canton Daily News*, the new foreign paper at Canton, gives the following interesting translation:

The *Sie Man San Pao* of the 14th inst. contains the following article about the 14th of July:

Today is, according to the Western calendar, the 4th day of the 7th month, that is to say the anniversary of the conquest of Annam, and it is usual to assemble on this day in the different places of entertainment. We hear now that the French Consul and the French merchants of Shansien are preparing the details of the festival and that on the evening also a great fireworks display will take place. A good many merchants of our own country have hired boats in time in order to witness the spectacle. The following must be remembered: Annam was formerly within the Chinese boundary; but to-day it belongs to France. Therefore I think that on the day of this French memorial festival, the Chinese merchants should feel a hatred without limit. Who would imagine that they do not know that on that day Chinese blood was poured and Chinese lives taken? But notwithstanding they all go to enjoy that festival. If we think to master over our own people still say two love our country and care for it?

NEW HEBRIDES AGREEMENT.

In view of the repeated reports of Australian dissatisfaction with the New Hebrides agreement between England and France, it may be pointed out that no complaints in this respect have yet reached the Foreign Office. The Government of Australia was asked for observations with regard to the agreement, and these observations are now on the way to England. But it is not considered likely that there will be any demand for a modification of the agreement, nor is there any reason for such modification. The official objections to the agreement which appeared in the Press and elsewhere were based upon incomplete and inaccurate reports of what was contained in the document, and it is believed that now that the true text has reached Australia, public opinion will undergo a considerable change.

CANTON
(FROM OUR CORRESPONDENT.)

July 17th.

RAILWAY AFFAIRS.

His Excellency Viceroy Shun has returned to Canton from Whampoa. He has invited the President, Vice-President and the Board of Directors of the Canton-Hankow Railway Company to a banquet at his Yamen on the 18th inst.

I. M. CUSTOMS LOOTED.

It is reported in the native newspapers that last week a daring gang of robbers (over a hundred), armed with rifles and revolvers, attacked the I. M. Customs at Samsui. While they were ransacking the place, information was conveyed to the nearest military station, and a large body of brave appeared on the scene. A fight ensued and lasted about an hour. Seven of the robbers were arrested on the spot. The rest of them left with a considerable sum of money and booty. The Samsui Magistrate has sent seven robbers to Canton for trial. No further arrests have been made.

THE LINCHOW MASSACRE.

The £45,000 compensation for the murder of the missionaries at Linchow and the destruction of their property has just been paid to the American Consulate at Canton, as ordered. Recently Viceroy Shun commuted with the American Consul-General stating that the people in Linchow are very poor and that he was unable to exact the enormous sum of money from the villages and pay the indemnity at once. He begged for a reduction of the amount or else more time in which to pay it. The Consul replied that the matter was decided between the respective Governments, that he had no power to alter it, and that if the amount were not forthwith paid over he would telegraph to his Minister at Peking. On receipt of this reply Viceroy Shun gave instructions to the Bureau of Local Affairs on the 13th inst. to hand Tia 46,000 to Wen Taotai, who paid it over to the American Consul on the same day. The Linchow murder affair is now closed.

MUTINY OF PRISONERS.

Since Western reforms have been introduced in the prisons of China (referring to the introduction of handicrafts such as sho-making, rattan work, etc.), there have been several cases of mutiny and in one or two instances prisoners have successfully used their tools as weapons. On the 12th inst. the prisoners over 300 of the Yeung Kong city (near Kowloon) prison mutinied. They took advantage of a temporary reduction in the number of their guards, killed the officer in charge, and disabled such of the braves as did not run away.

They broke down the gates, and set the rest of the prisoners free and made for the department where all the firearms were kept. They took these, and most of them are now armed bandits.

CANTON PUBLIC GARDEN.

The land for making the public garden at the Chinese city has been surveyed and has been drawn up, on similar lines, a public garden in Hongkong. It is proposed to commence the work on the last day of the moon.

THE YUNNAN RAILWAYS.

THOSE "ILL-TREATED COOLIES":

AUTHORITATIVE ANSWER.

We feel glad now that we did not lend a credulous ear to the stories of cruelty and ill-treatment of coolies employed by the Yunnan railway syndicate. It will be remembered that one missionary committed himself to plain suggestions of murder and availing; and that alone among the press of China, even before the *French Echo de Chine*, the *Daily Press* risked the opinion that the charges bore internal evidence of reckless exaggeration.

Mr. A. Wilson, author of the *Manchu trade report for 1905*, issued by the Imperial Maritime Customs of China (unimpeachable evidence, we hope), writes as follows:

"The construction of the railway between Luokai and Yunnan fu—that great enterprise to which all well-wishers of Yunnan look forward as the one means of permitting this province to take her proper place in the markets of the world—has been perseveringly pushed forward in the face of great difficulties, both climatic and economic. The vile climate of the Nan-hai Valley has levied a heavy toll on those who have dared to open up its primeval jungles and gullies. The death rate among the coolies imported from various parts of the Empire and put to work in this dreaded valley may, without exaggeration, be estimated at 5,000, or 70 per cent. of the total number employed on that particular section of the line. The company has made praiseworthy efforts to counteract the evils of the climate in this valley. They have constructed a large number of suitable dwellings, both for foreigners and natives, and have doubled the number of hospitals, placing as many as seven doctors on the first 150 kilometres from Hekow. Instead, of attempting to carry on the work in the Nan-hai Valley all the year through, the work is suspended almost entirely during the summer rains and the coolies moved up to the works on the high and healthier plateau. This measure while it economises the life of that most important individual in the building of any railway, namely, the coolie, must considerably delay the completion of the line, and we must therefore wait till 1910 at least for that great desideratum, namely the linking up of Yunnan fu with Haiphong. The year under review marks an important epoch in the history of French railway enterprise in Indo-China. On Christmas Day the first locomotive reached Luokai on the Tonkin-Yunnan border, and it is hoped that the coming spring will see the commencement of a through railway service between Haiphong and Luokai." What can be thought now of the reckless statements of which we complained?

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Canton: A.B.C. 5th Ed. 1906.

NEW ADVERTISEMENTS

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 25 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.

Apply to—
E. M. HAZELAND,
No. 35, Queen's Road Central,
or to
WING-ON, Contractor,
No. 34, D'Almeida Street,
Hongkong, 19th July, 1906. [1436]

THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that LAI CHUN & COMPANY, of No. 122, Wellington Street, Victoria, Hongkong, CIGARETTE MANUFACTURERS, have on the 29th day of May, 1906, applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARKS:

1. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead and Dancing—On the ground are shown Four Golden CASH—Behind the Sea Fairy is a City wall.

2. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead in the act of Dancing. By the Fairy's right, on the floor is a Golden CASH standing upright, while Two Golden CASH stand on the left side of the Fairy. The whole device is within a Flowery Border.

3. A distinctive device showing a Man Sitting on a Chair by Table with his Left Arm resting on it holding with his Right Hand a Cigarette in the act of puffing. A Box and two Tins purporting to contain Cigarettes and Cigarettes are on the Table. The Man appears to be sitting within a Curtailed Space and on the background a Steamer can be seen.

4. A label containing a Tobacco Plant in Blossom upon a Gill background, in the name of LAI CHUN & COMPANY, who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by the Applicants forthwith in respect of the following goods:

CIGARETTES IN CLASS 45.

For samples of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

F. X. D'ALMEIDA & CASTRO,
Solicitor for the Applicants, [1437]

BRITISH INDIA STEAMSHIP COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain A. M. Rait, will be despatched as above on THURSDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 19th July, 1906. [1438]

BROCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM KOBE AND YOKOHAMA.

THE Company's Steamship

"MAIWARRI,"

having arrived. Consignees of Cargo are hereby informed that their goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whose delivery may be obtained.

Optional Cargo will be discharged here unless notified to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before Noon on the 25th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July will be subject to risk.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th July, 1906. [1439]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be saved out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Colombia.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HILWETT,
Superintendent,
Hongkong, 18th July, 1906. [1440]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 21st instant, commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos 2 and 4.

C. G. MACKIE,
Hon. Secretary.

Hongkong, 18th July, 1906. [1441]

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED HONGKONG FROM CALCUTTA, PEKING AND SINGAPORE, 8th December, 1905. On FIRE 29th November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, INDU-CHINA S.N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognized.

Hongkong, 16th July 1906. [1442]

NOTICE.

WE HEREBY beg to Notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidy Claims in payment of our accounts, AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & Co., Ltd.,
Hongkong, 4th July, 1906. [1443]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of MISCELLANEOUS MATERIALS (Firewood, Lime, White Charcoal, etc., etc.) from 1st August, 1906, to H.M. DOCKYARD, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than the 23rd July, 1906.

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the tender is declined.

Hongkong, 18th July, 1906. [1444]

NOTICE.

WANTED for the Land Survey Branch of the PUBLIC WORKS DEPARTMENT a LAND SURVEYOR with Good Qualifications. Engagement to be Temporary and Terminable at a Month's Notice. Salary \$20 a month. Applications to be made to the Hon. Director of Public Works.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 16th July, 1906. [1429]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary. [1431]

HONGKONG VOLUNTEER CORPS

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND ON SATURDAY, 21st JULY, AT 9.15 P.M.

TICKETS (\$2 and \$1) can be obtained from VOLUNTEER HEADQUARTERS (near Hong Kong Club) and from the ROBINSON PIANO CO.

Hongkong, 16th July, 1906. [1420]

ON SALE.

RATES OF EXCHANGE AT HONGKONG.

FOR DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: 25 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [1439]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [1439]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for Confirmation as Special Resolutions.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS CO., LIMITED, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July 1906.

JOHN HUMPHREYS & SON,
General Managers. [1429]

AUCTION

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, On TUESDAY, the 24th July, at 12 o'clock Noon, The Hulk "MEEANEE" late "SCREW," 3rd Rate, 344 tons.

(Late used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following, which will not be sold, viz.:

CHAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to inspection for Seven Days before date of Sale, between 10 a.m. and Noon, and 2 p.m. and 4 p.m. (SATURDAY and SUNDAY excepted).

Inspection Orders can be obtained from the Auctioneers.

The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Black Pier at 11 a.m., 11.30 a.m. and 11.45 a.m. on Day of Sale.

Terms—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected with 8 days after date of Sale.

Auctioneers to the Government.
Hongkong, 12th July, 1906. [1433]

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI," which applies to all Branch Offices.

AL, ABC 5th Ed., Western Union Codes used.

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BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG AND HANKOW.

AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GOSHI & Co. MANILA: Messrs. MACDONALD & Co. SOLE PROPRIETORS of Takashima, Ochi, Shinkawa, Namawata and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

TO LET

TO LET.

"BROCKHURST," Peak, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelor's Home. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 1st June, 1906. [1193]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—

O. H. GRACE,
Secretary.
Hongkong, 25th May, 1906. [1154]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon, No. 5, GLENVILLE AVENUE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents.
Hongkong, 4th April, 1906. [1390]

TO LET.

NO. 10, KENNEDY ROAD, a European Residential House, with Dining Room, Bedrooms, detached Servants' Quarters, Gas Light throughout. Situated in a lovely and shady locality. Terms moderate. Immediate possession.

Apply to—
COMPRADORE,
Tai Koo.
Hongkong, 10th July, 1906. [1390]

TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Style; suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—
"H. H. H.,"
Care of "Daily Press" Office.
Hongkong, 17th July, 1906. [1388]

TO LET.

SEVEN EUROPEAN HOUSES, late J. P. Blackhead & Co. and Shewan, Terms & Co.'s Offices, Ground Floors and Top Floor, with Godowns can be let separately or en bloc.

Apply to—
CHUNG SHUN KOU,
First Floor, No. 10, Queen's Road Central.
Hongkong, 18th July, 1906. [61]

TO LET.

NO. 15, HOLLYWOOD ROAD, and No. 2, OLD BAILEY.

Apply to—
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 27th April, 1906. [1471]

TO LET.

FURNISHED or UNFURNISHED ROOM, with Bathroom and Verandah attached. For further Particulars, apply to—
"M. X. Y.,"
Care of "Daily Press" Office.
Hongkong, 11th July, 1906. [1437]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. [256]

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 23rd April, 1906. [1946]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [186]

TO LET.

NO. 13, GAGE STREET, 5-Roomed House with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 18th June, 1906. [1270]

TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD, Kowloon.

"ROSENEATH," and "WOODBURY" GARAGE ROAD, Kowloon, from 31st July.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 1st June, 1906. [50]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

PRATA EAST, No. 91, Top Floor (Godown).

Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 6th February, 1906. [366]

TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting installed. Possession from 1st September, 1906.

Apply to—
H. M. H. NEMAZER,
Hongkong, 9th June, 1906. [1242]

TO BE LET OR SOLD.

With Immediate Possession—in Wanohai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
"K."
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Princes Buildings,
Hongkong, 29th March, 1906. [1678]

TO LET.

"TRANEE BUNGALOW," Kimberley Road, Kowloon.

Apply to—
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 14th July, 1906. [1114]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 10th May, 1906. [1051]

TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 2nd December, 1905. [77]

TO LET.

A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—
No. 9, Baillien Terrace.
Hongkong, 17th May, 1906. [1081]

TO LET.

"NEW KINGSCLEERE," with Stables. Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Dwelling House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to—
LINSTEAD & DAVIS,
Hongkong, 28th June, 1906. [1324]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, in PRATA EAST.

FOR SALE

FOR SALE OR TO LET.
AT THE PEAK.

A FIVE-ROOMED HOUSE, with Drying, Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram Kitchen and Servants' Quarters.
For Particulars and Terms, apply to—
SHEWAN, TOMES & CO.,
Hongkong, 9th May, 1906. [1042]

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXPENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE, Portion of MARINE LOT Nos. 31 & 32 on PRAIA EAST. Approximate AREA 40,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
GEO FENWICK & CO., LTD.
Hongkong, 9th June, 1906. [1153]

INSURANCES

NORTH BRITISH AND MERCHANTS' FIRE INSURANCE COMPANY
TOTAL FUNDS AT 31st DECEMBER, 1905 £17,557,119

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FIRE FUNDS... 3,384,720 19 8
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [311]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [29]

INTIMATIONS

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBBERG & CO.
Sole Agents.
851

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [45]

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, Des Vaux Road CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905 [1563]

SIEN TING.

SURGEON DENTIST.
No. 10, PAGULIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [698]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M., and from Macao at 2.30 P.M.
FARE—(Week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates: SUNDAYS ONLY.

1st Class Single... \$1.00
With Cabin... \$2.00
1st Class Return... \$2.00
With Cabin... \$3.00
3rd Class Single... 40 Cts.
Return... 90
Stowage 20 cents each trip.
Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong, 22nd June 1906. [21]

REGISTRATION OF PARTNERS.

A HOT PARTISAN.

The *Penang Gazette* remarks:—
We have good reason to believe that the presence in Penang at the present moment of several well-known Singapore business men is not unconnected with an attempt which is being made to induce the Penang Chamber of Commerce to withdraw from the position it has taken up on the question of Registration of Partnerships. We have too much confidence in the commonsense and self-respect of the Penang merchants to believe that they will in this matter submit to dictation from the Singapore Chamber of Commerce. The only danger is that, most of the firms in Penang being merely branches subordinate to the direction and control of their Singapore head offices, the practically unanimous front presented by the Penang Chamber of Commerce on this important question may be broken, because individual members of the Chamber may not be in a position to adhere to their original attitude. We are all agreed that the Bill for the Registration of Firms stands in need of considerable amendment before it can be considered fit to figure upon the Statute book of the Colony, but the principle is a thoroughly sound one, and is supported not only by the banks, and the independent section of the European business community, but also by the general body of public opinion throughout the Straits which has been deeply impressed by the remarks on the subject made on various occasions by the Judges of the Supreme Court. The proposition of the Singapore Chamber of Commerce as it is at present constituted to figure as the representative and guardian of the Colony's commerce is ridiculous and impudent, and it will be regarded as such so long as the Directors of the Chamber are promoters and pillars of support of the Shipping and Freight Companies and Conferences that drive away trade from this Colony and displace the British flag from our harbour. These companies, by the institution of a most immoral system of discounts, commissions, and secret routes, have not only enabled some of the Directors of the Singapore Chamber of Commerce and their firms to wax fat and to fill their own pockets, but this has been at the expense of the Empire and of the Colony, and the claim of these gentlemen to represent our local commercial interests has been very wisely ignored by the Colonial Office in dealing with the Singapore Harbour Scheme. We do not believe that either pressure or manipulation from Singapore will induce a majority of the Penang Chamber of Commerce to depart from the attitude with regard to Registration of Partnerships which Penang has consistently held for over twenty years. Penang does not change its opinions with every varying wind, and we are confident that any attempt to induce the Penang Chamber of Commerce to disown the Bill is doomed to failure.

MR. ROOSEVELT'S SALARY.

Nobody denies that President Roosevelt earns his salary of £10,000 a year, but despite the great wealth of the country and the importance of his office, there is no disposition among many of his countrymen to augment that amount. The House of Representatives refused to grant \$5,000 for travelling expenses for the forthcoming year for the President, his family, and guests, which sum would have relieved the President considerably, for he is not a rich man, and the cost of visiting distant States officially, if he is obliged to pay his own expenses, will be a heavy burden. Hitherto, it is true, the railway companies have only been too delighted to place a train at the President's disposal free, but lately Mr. Roosevelt has taken the view that it is very difficult to deal with some of the manifest railway evils which are coming for reform if he accepts favours from the companies. He, therefore, sought to secure from Congress a special vote for a travelling allowance.

Perhaps the vote may be restored later on, but in the meantime it has been knocked out. One representative wanted to make things easier for the President by increasing his salary to £20,000, but no, Mr. Williams, the minority leader, said that President Roosevelt had £10,000 a year from the country, also an establishment at the White House, which left him practically no expenses except for marketing. Why should he want more? "It is true that the Governor-General of Canada gets £10,000 a year, also that the Governor of Australia has £10,000 a year, and a rich country like America can afford to pay good salaries. That does not affect the question." Mr. Williams in fact, declared himself in favour of the simple, thrifty life for the country's first citizen, declaring that "there is too much junking by public officials of all kinds, and public officials, after all, are the hired hands of the people."

It was not expected that the President could save anything out of his salary for a rainy day, and in answer to the question, What shall we do with the ex-President's salary, the minority leader, Mr. Williams said: "We should do with them what we do with our blacksmiths, Congressmen, carpenters, and judges."

The question is shelved for the moment, but must come up again, because many wise Americans are coming to the conclusion some of the very best men in the country simply cannot afford to enter the public service which suffers on that account. The salaries given to some of the highest public officials here seem absolutely paltry by comparison with the salaries given to the men directing American business corporations which are often colossal. The result is that much talent capable of rendering great service to the State is diverted to the railways and other big business enterprises.

The *New York World's* special correspondent at Washington mentions that Mr. Roosevelt saw a number of newspaper correspondents, explaining to them that £2,000 a year would only just meet the expense of his official visits to different parts of the country. On every journey he is virtually compelled to take with him two special detectives, three representatives of the Press associations, a secretary, and a stenographer. The practice of previous Presidents had laid down a rule in addition, that the President is always expected to provide accommodation on his railway car for officials and local newspaper representatives.

If he could travel as an ordinary citizen he could save money, but custom determined otherwise.

Institutions inviting the President to visit them, such as the Carnegie Institute at Pittsburgh, are able and willing to defray all his expenses, but other institutions cannot do this, and he would use the allowance of £5,000 for that purpose. The Swanne Institute in Tennessee, and the college at Kansas have urged him to come and make speeches. He desires to do so, but they are unable to pay the expenses, and unless Congress supplies the money he will be unable to go.

The *World's* Washington correspondent says that Mr. Roosevelt also justly complains that because Congress has not provided suitable stabling at the White House his favorite horse, presented to him by racehorses, is dying there. It is alleged that, owing to the inclement conditions it is the intention of the President, as communicated to the correspondents the other day, to ask that the White House stable shall be closed, and he has given authority to keep his horses elsewhere.

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PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Drink and Boilers.
Call Flag—W.
J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1905. [1243]



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 961 "
Width of Entrance on Bottom... 834 "
Water on Blocks at Spring Tide 344 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 284 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 361 "
Width of Entrance on Top... 63 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

Suitable for vessels up to 1,000 TONS.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK OF MATERIAL is always on hand.
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [1175]

GREGOR & CO.,

QUEEN'S ROAD CENTRAL.

LIQUEURS

FROM

MARIE BRIZARD & ROGER, BORDEAUX.

AWARDS

THE HIGHEST WHEREVER EXHIBITED.

CASH loss 10 per cent. CREDIT loss 5 per cent.

Why drink other beverages

when in Van Houten's Cocoa you have an enjoyable beverage which not only stimulates but also invigorates.

"A perfect beverage, combining Strength, Purity and Solubility."

Medical Author.

"Refreshes and fortifies the system."

Court Journal.

van Houten's

A Cocoa you can Enjoy.

Careful Attention

should always be given to the teeth, not merely because clean, white teeth form so valuable an ornament to everyone's appearance, but also because they must be kept fit for the performance of their primary function—mastication.

Calver's
Tooth Powder

Cleans the Teeth

easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

Sold by all local Chemists and Stores.
Made by F. C. Calver & Co., Manchester, Eng.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.
35 & 37, Hing Loong Street (1st Street, West of Central Market.) Telephone No. 515.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 24, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every 15 minutes.
SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAY.
9.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON, Liquidators.
Hongkong, 13th July, 1906. [78]



\$15.00 PER CASE.

A. S. WATSON & CO., LD.,

WINE & SPIRIT MERCHANTS,

ALEXANDRA BUILDINGS,

ESTABLISHED, A.D. 1841.

THE TWO YEARS' SERVICE SYSTEM.

The *Asahi Shimbun* says that the Japanese War Office authorities are busily engaged compiling regulations for the change of period of service with the colours from three years to two years. The methods adopted in France and Germany, where the two-years' system is in vogue, are being carefully considered. It is generally known that the tendency in recent times has been to lessen the conscript's period of service with the colours. In Germany and France three years used to be the term, whereas it is now two years, and Russia's former four years have been reduced to three. A prominent Russian officer recently contributed to the *Japanese Review* an article proving that although nominally trained during three years, the Russian conscript does not actually receive instruction for more than 40 days. This is explained by his being sent to the front on various other occasions during his conscription. The upshot of the matter is that in Germany, where the two-years' system prevails, men are actually trained for 140 days longer than in Russia under the three-years' system. The *Asahi* journal says that the Japanese regulations will provide for 140 days more than the Russian methods provide, but apparently the German rules will remain the most efficient.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream Charms, Tait Charms and Special Skin Tonic and Powder Charms will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. [31]

